SOUNDTRANSIT

Tacoma Dome Link Extension

Elected Leadership Group Meeting #7 | 2.22.19

Agenda

- *Public comment*
- *Operations and Maintenance Facility (OMF) South*
  - *OMF South scoping: Feb. 19 – April 1*
  - *Review six sites in scoping*
- *Tacoma Dome Link Extension (TDLE)*
  - *Scoping: April 1 – April 30 (tentative)*
  - *TDLE Level 2 evaluation results*
- *Next steps*

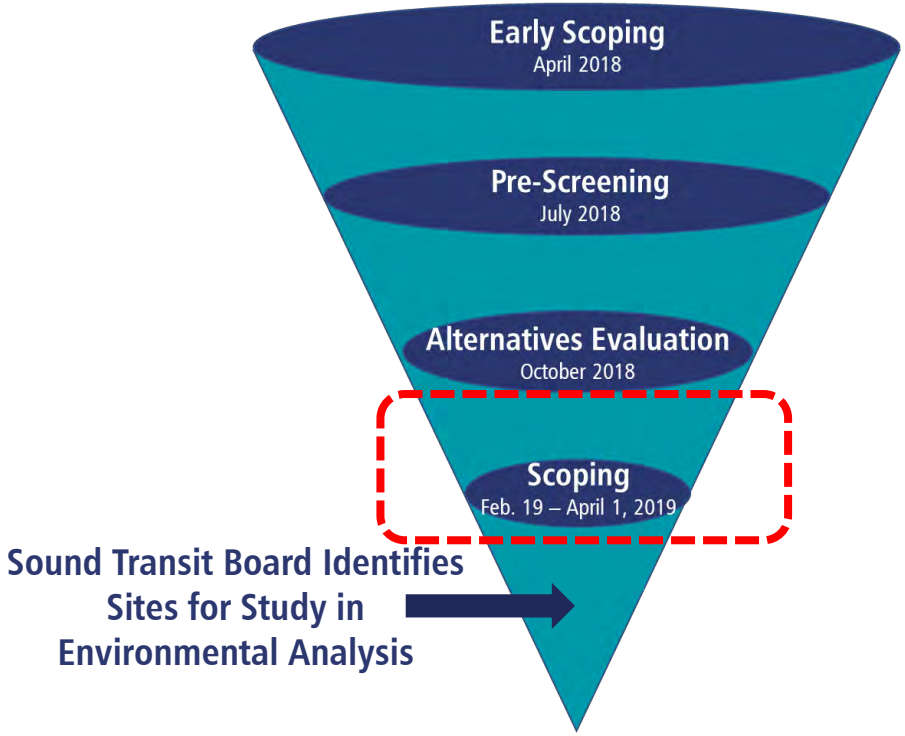
OMF South
©Scott Areman

Operations and Maintenance Facility (OMF) South

- Included in ST3 Plan
- One of four OMFs planned for the region
- Location and size supports regional light rail expansion
- Accommodates 130+ light rail cars
- More than 30 acres, based on site conditions
- **Open by 2026 and connected to active line**

Site tour with City of Kent on January 17

OMF South evaluation process*



*Anticipated dates

Early scoping

April 2018; 24 sites identified

Pre-screening

July 2018; Narrowed to 20 sites

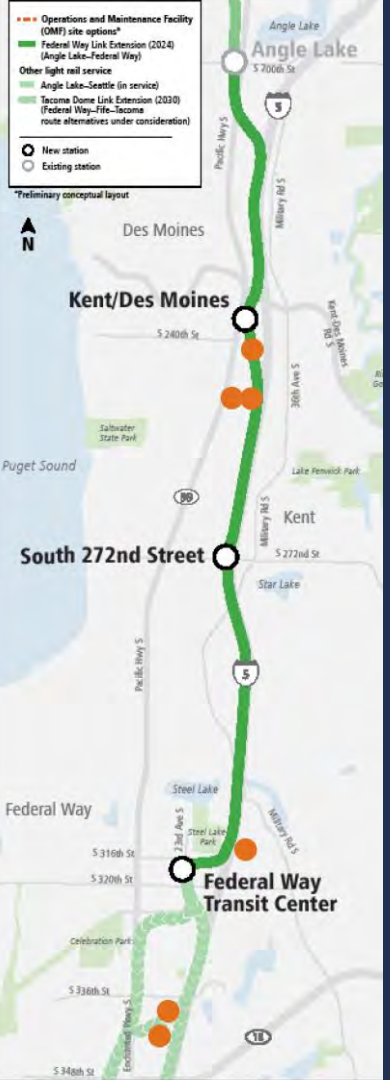
- *Does not meet minimum size and shape*
- *Precludes funded roadway improvements*
- *Regulatory constraints (cultural resources, wetlands, and sensitive areas)*

Results of alternatives evaluation

Narrowed to 6 sites

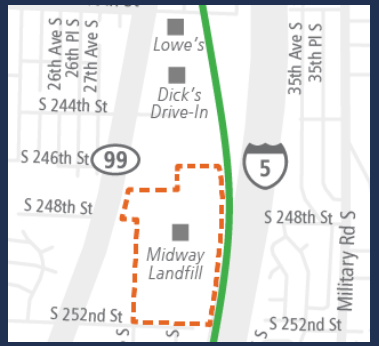
- *No ideal site!*
- *Sites in Federal Way, Kent, or unincorporated King County*
- *Sites under consideration are included in scoping*

Overview of sites for EIS scoping



S 240th St and SR 99

Midway Landfill and I-5



Midway Landfill and SR 99

S 316th St and Military Rd

S 336th St and I-5

S 344th St and I-5

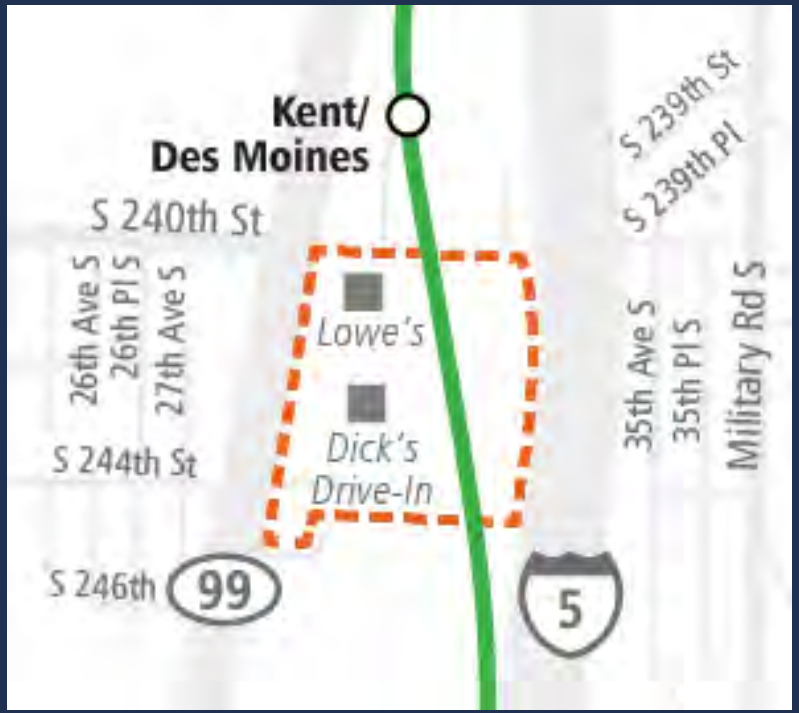
S 240th St and SR 99 comparison

Advantages

- Adjacent to light rail track operating by 2026 (FWLE)
- Minimal impacts on the natural environment
- Lower preliminary estimate compared to other sites ($800 million)*

Disadvantages

- Property impacts including Lowe's, Dicks Drive-In and mobile home park
- Access to light rail track requires spiraling tracks



**Preliminary estimates (in 2018$) are rounded and not project's budget. For comparison purposes between options only.*

Midway Landfill and I-5 comparison

Advantages

- Adjacent to light rail track operating by 2026 (FWLE)
- Limited impacts to private property
- No identified wetlands/streams

Disadvantages

- Likely needs complex concrete platform/structure
- Superfund landfill site, hazardous materials concerns and ground settlement
- Regulatory requirements could impact schedule
- Higher preliminary estimate compared to other sites ($1,300 million)*

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Midway Landfill and SR 99 comparison

Advantages

- Adjacent to operating light rail track by 2026 (FWLE)
- No identified wetlands/streams

Disadvantages

- Likely needs complex concrete platform/structure
- Superfund landfill site, hazardous materials concerns and ground settlement
- Regulatory requirements could impact schedule
- Property impacts, commercial/residential
- Higher preliminary estimate compared to other sites ($1,400 million*)

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S 316th St and Military Rd comparison

Advantages

- Across from light rail track operating by 2026 (FWLE)
- Lower preliminary estimate compared to other sites ($750 million)*

Disadvantages

- Residential impacts
- Less compatible with current zoning
- Requires two track crossings of I-5
- Limited existing road access

**Preliminary estimates (in 2018$) are rounded and not project's budget. For comparison purposes between options only.*

S 336th St and I-5 comparison

Advantages

- Light rail vehicle access and operating estimate better performing
- No impacts to parks, trails or open space
- Lower preliminary estimate compared to other sites ($750 million)*

Disadvantages

- Potential property Impacts include Christian Faith Center
- Located 1.1 miles from light rail track operating by 2026 (FWLE)
- Less compatible with current zoning

**Preliminary estimates (in 2018$) are rounded and not project's budget. For comparison purposes between options only.*

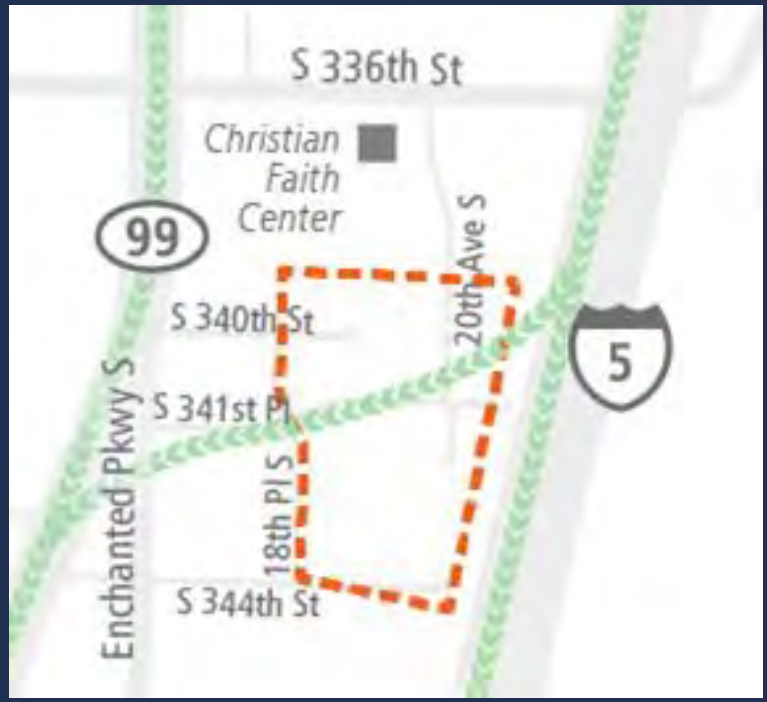
S 344th St and I-5 comparison

Advantages

- Light rail vehicle access better performing
- No impacts to parks, trails or open space
- Lower preliminary estimate compared to other sites ($800 million)*

Disadvantages

- Potential impacts to industrial and residential properties
- Hazardous materials
- Located 1.3 miles from light rail track operating by 2026 (FWLE)



**Preliminary estimates (in 2018$) are rounded and not project's budget. For comparison purposes between options only.*

What is EIS scoping for OMFS?

- Start of SEPA environmental review process
- 42-day ***public comment period,*** ***Feb. 19 – April 1***
- Seeking public ***feedback on scope of EIS***
  - Sites to study further
  - Topics to study (e.g. economics, displacements, ecosystems)
  - Purpose and need of the project
- ***Informs ST Board decision*** on what to study in EIS

Public options to participate: Now through April 1

Online open house: OMFSouth.participate.online

In person open houses:
March 12, 6-8 p.m. | Federal Way Performing Arts & Events Center
March 20, 6-8 p.m. | Highline College

Notifications

- Mailer
- Email listserv
- Press releases
- Posters
- Print and online ads
- Targeted door-to-door
- Website
- Social media
- SEPA official notice

Next steps

Feb 19 – April 1

EIS Scoping Pubic Comment Period

May 2019*

Sound Transit Board determines which sites to study in EIS

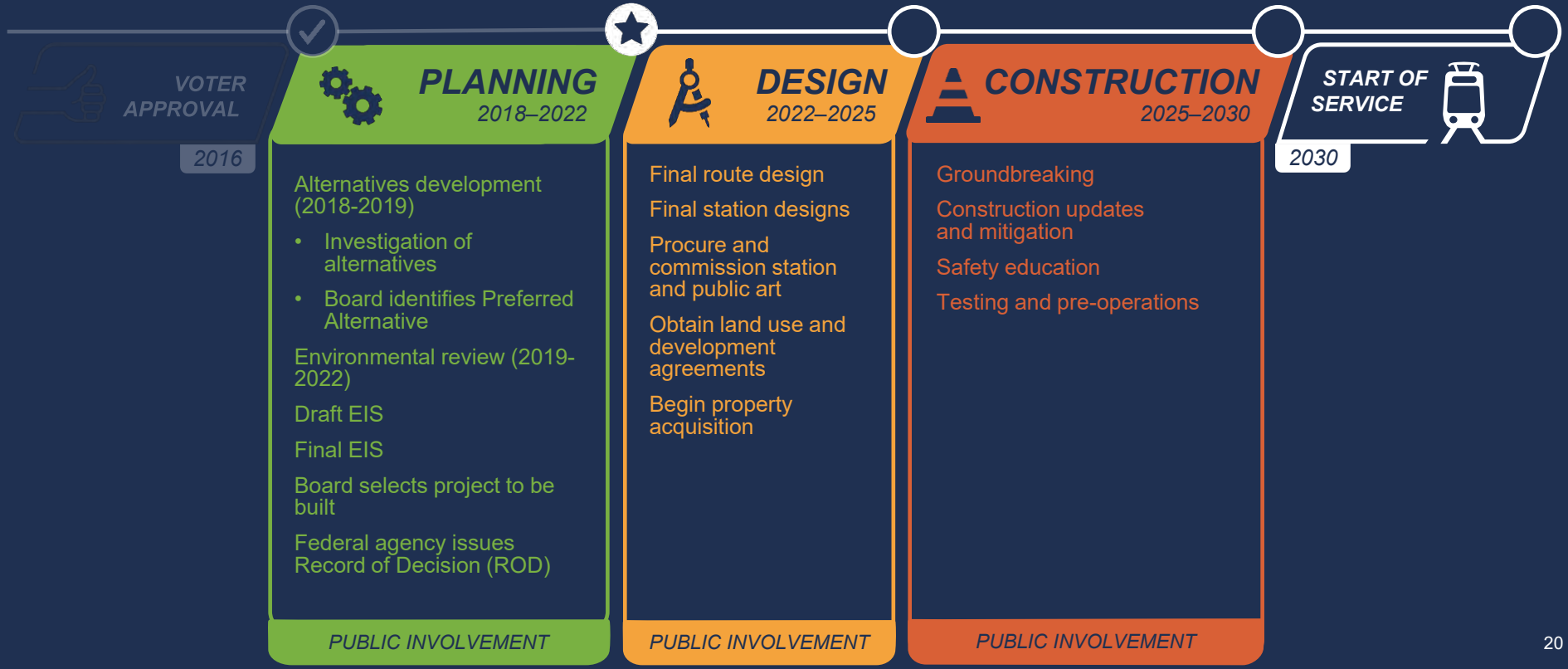
2nd/3rd Quarter 2021*

Final EIS released & Sound Transit Board selects OMF South Site

**dates are subject to change*

TDLE alternatives development process & Scoping

Project timeline and milestones



Alternatives development process

VOTER APPROVAL

2016

PLANNING

2018–2022

Alternatives development (2018-2019)

- Investigation of alternatives
- Board identifies Preferred Alternative

Environmental review (2019-2022)

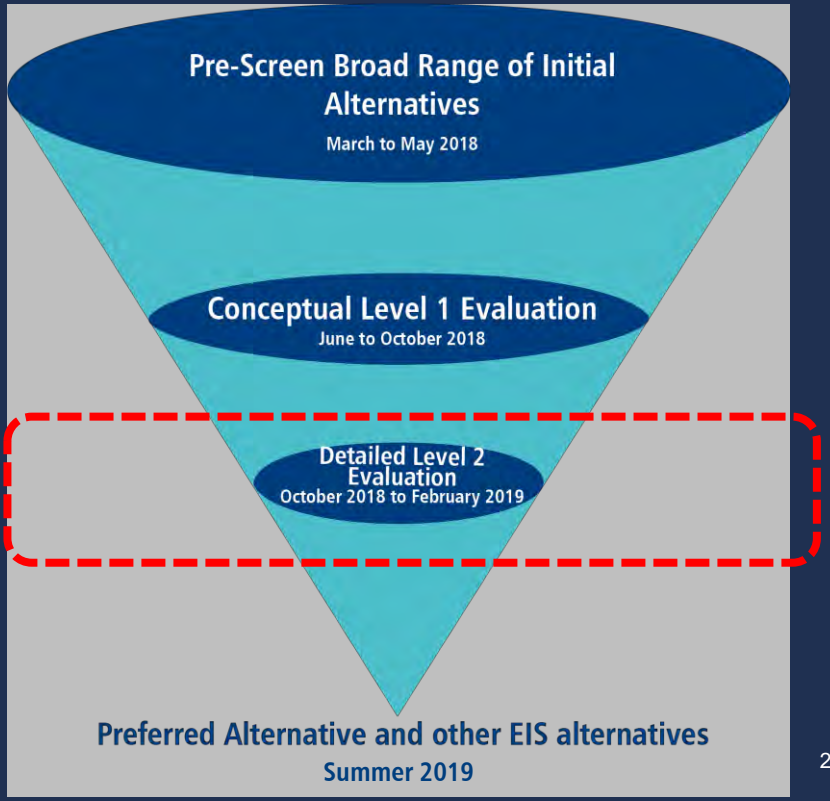
Draft EIS

Final EIS

Board selects project to be built

Federal agency issues Record of Decision (ROD)

PUBLIC INVOLVEMENT


Pre-Screen Broad Range of Initial Alternatives
March to May 2018
Conceptual Level 1 Evaluation
June to October 2018
Detailed Level 2 Evaluation
October 2018 to February 2019
Preferred Alternative and other EIS alternatives
Summer 2019

What is EIS scoping for TDLE?

- Start of federal environmental review process
- 30-day ***public comment period,*** ***April 1-30*** *(tentative)*
- Seeking public ***feedback on scope of EIS***
  - Preferred alternative and other alternatives for further study
  - Topics to study (e.g. economics, displacements, ecosystems)
  - Purpose and need
- ***Informs Board decision*** on what to study in EIS

*Next steps for TDLE**

Preliminary schedule to reach a preferred alternative

Feb-March

Briefings on Level 2 evaluation results to:

- To Cities & Tribal staff & elected officials
- ELG and SG meetings

April *(tentative)*

EIS scoping period, including:

- Online and in-person open houses
- Formal comments encouraged

May-June *(tentative)*

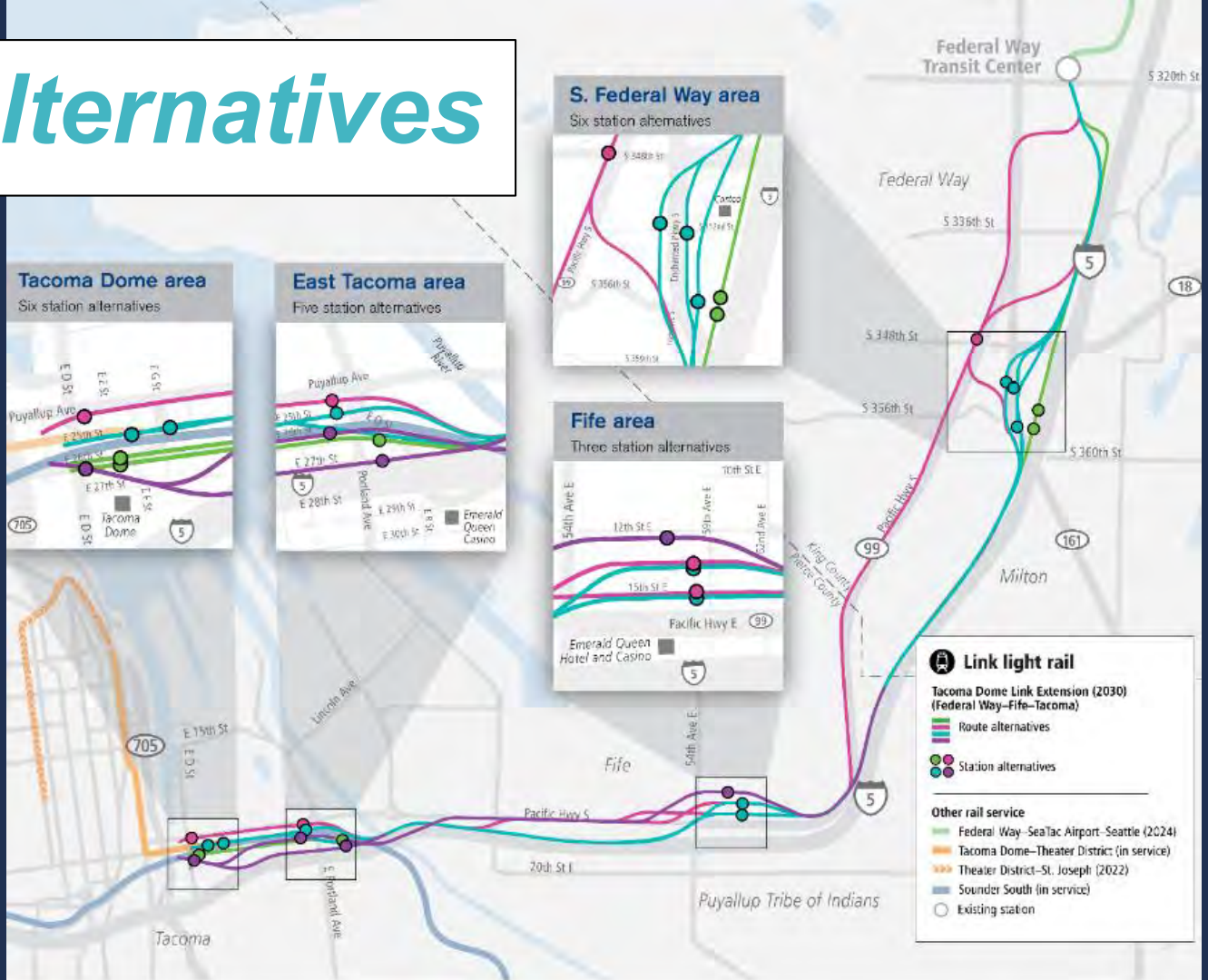
Building consensus around preferred alternative and other options, including:

- Scoping summary report
- SG feedback
- City/Tribal Councils' concurrence
- ELG recommendation to ST Board

**dates are subject to change*

TDLE Level 2 evaluation results

Level 2 alternatives



Final evaluation criteria categories

- *Effective transportation solutions*

- *Land use and economic development and Transit-Oriented Development (TOD)*

- *Preserve the environment*

- *Equitable mobility*

- *Financially sustainable and constructible*

Start of feedback table

Alternatives	Technical Analysis	Public Feedback	SG Feedback	ELG Feedback
Alternatives with more potential				
Alternative A*	Notable Advantages: • Key takeaway Notable Disadvantages: • Key takeaway			
Alternative C	Notable Advantages: • Key takeaway Notable Disadvantages: • Key takeaway			
Alternatives with greater challenges				
Alternative B	Notable Advantages: • Key takeaway Notable Disadvantages: • Key takeaway			
Alternative D	Notable Advantages: • Key takeaway Notable Disadvantages: • Key takeaway			

Scoping period

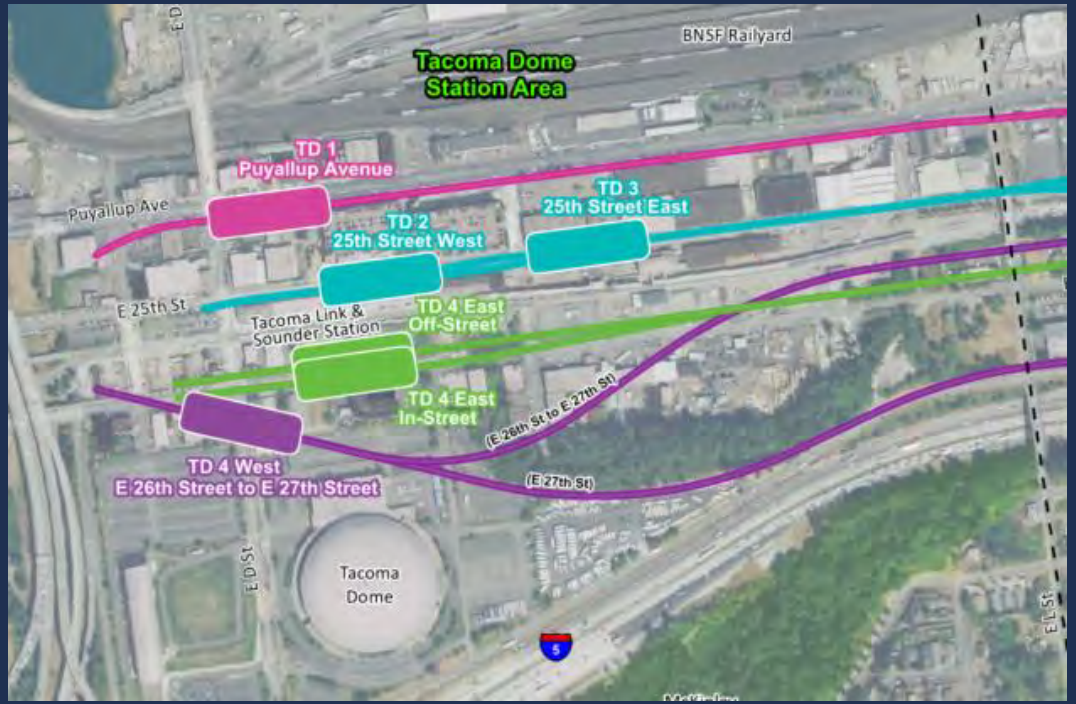
SG meeting: mid-May

ELG meetings: late May, early June

- Technical analysis first step in evaluation
- Before ELG recommendation, table will include summary of public feedback from scoping & Stakeholder Group feedback

**Better performing alternative(s)*

Level 2 alternatives: Tacoma Dome


Tacoma Dome Station Area
BNSF Railyard
TD 1 Puyallup Avenue
TD 3 25th Street East
TD 2 25th Street West
Puyallup Ave
E 25th St
Tacoma Link & Sounder Station
TD 4 East Off-Street
TD 4 East In-Street
(E 26th St to E 27th St)
(E 27th St)
TD 4 West E 26th Street to E 27th Street
Tacoma Dome
E D St
E L St

Alternatives with more potential: Tacoma Dome

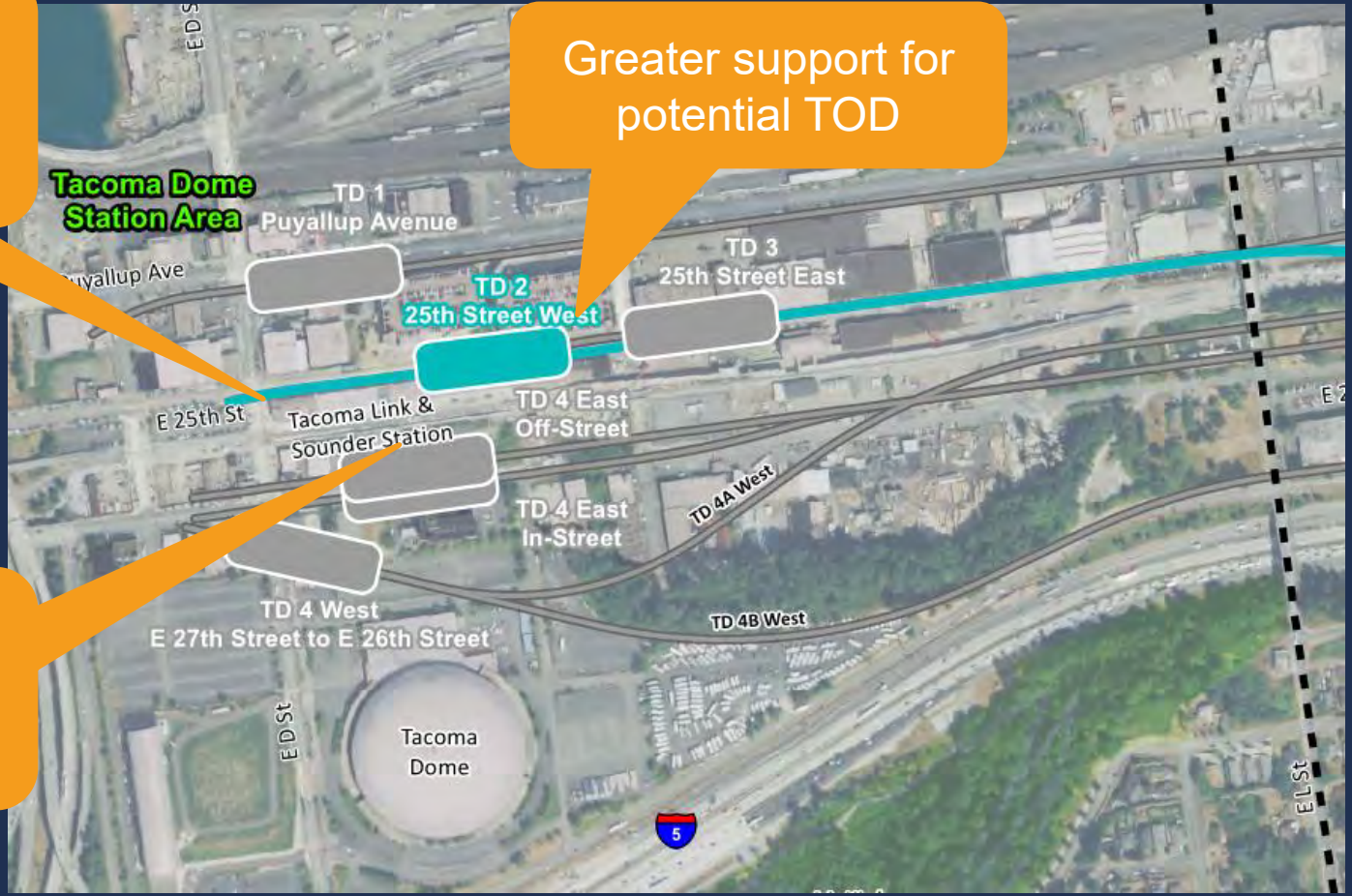
Better performing alternative: Tacoma Dome

TD 2

Highest multimodal station access

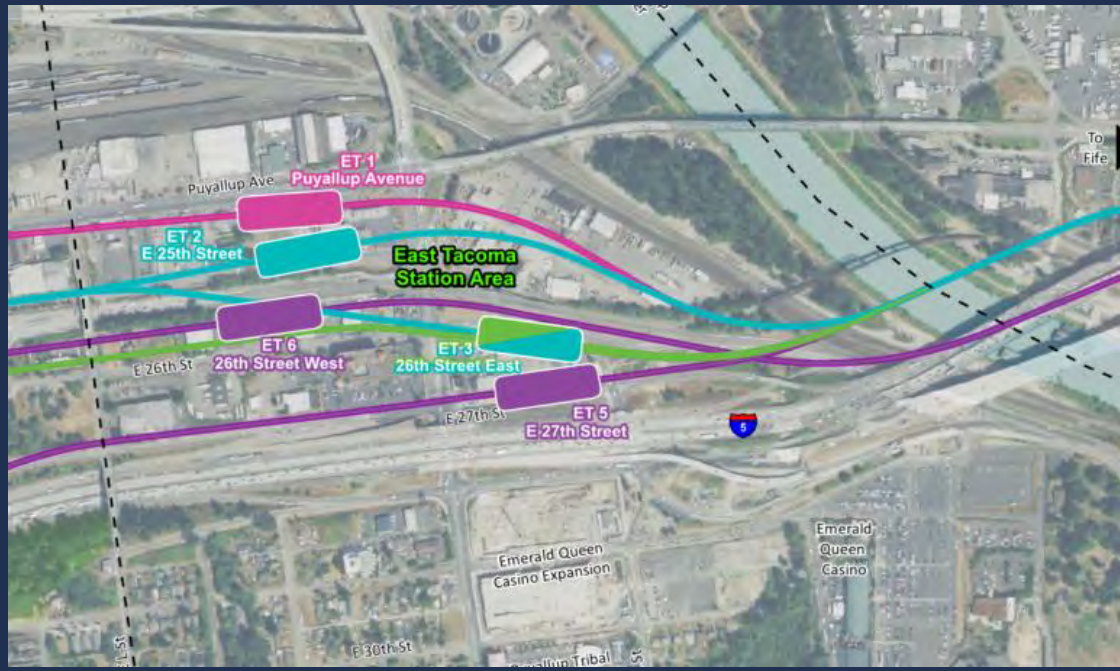
Greater support for potential TOD

Higher ridership potential

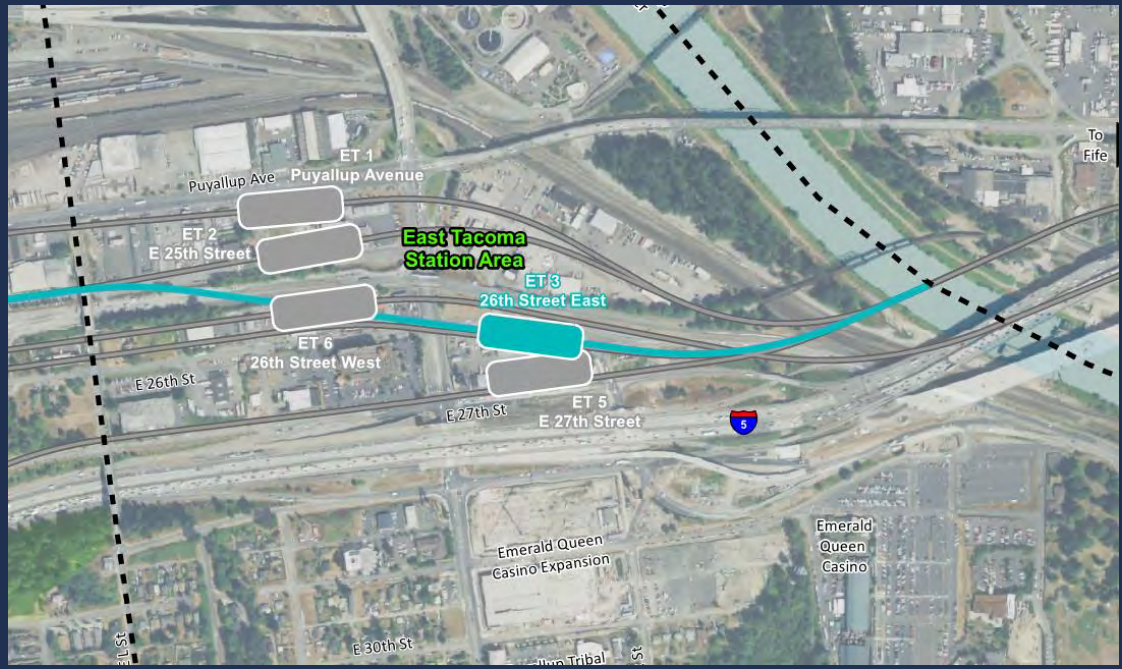


Compared to other Tacoma Dome alternatives

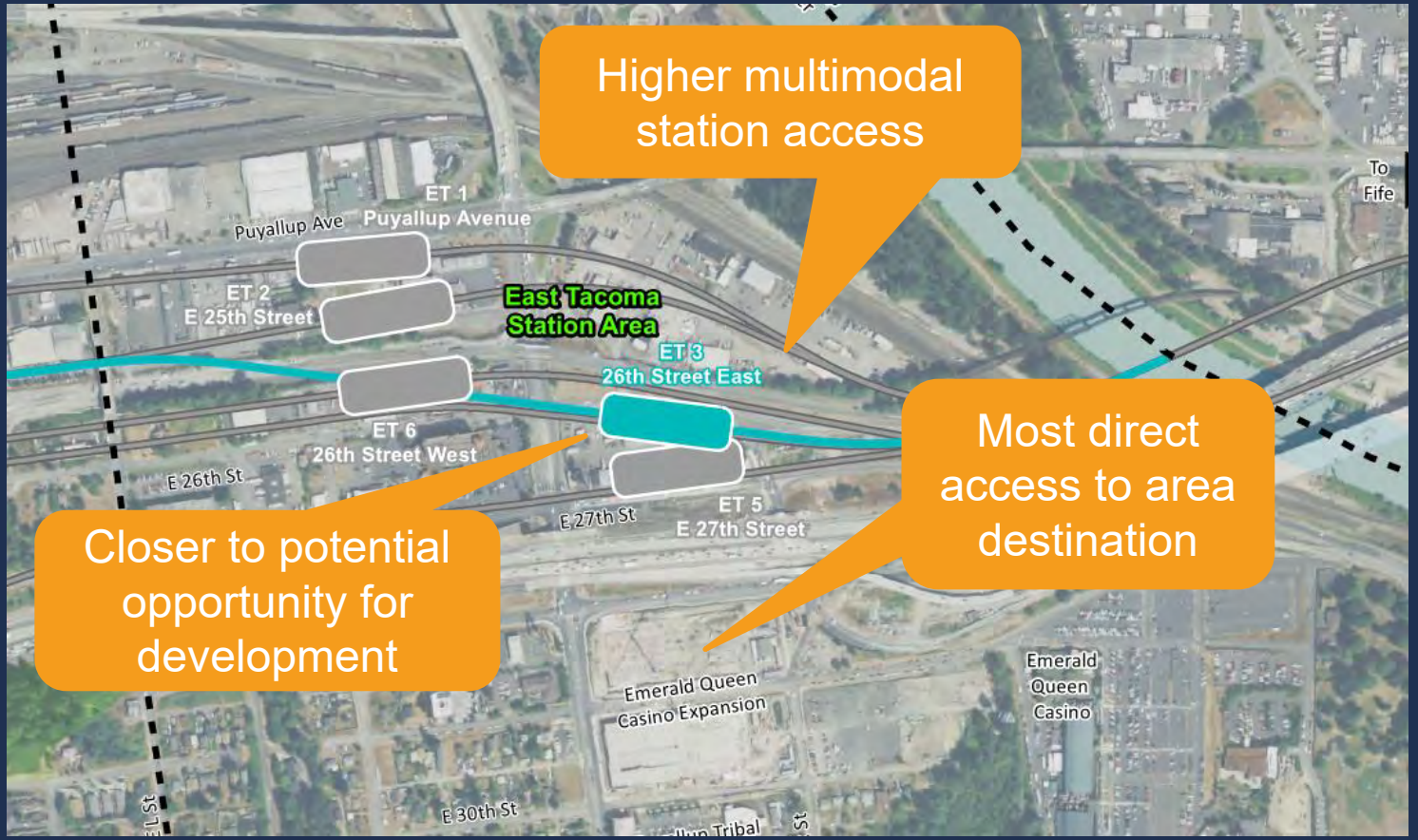
Level 2 alternatives: East Tacoma



Better performing alternative: East Tacoma



ET 3A

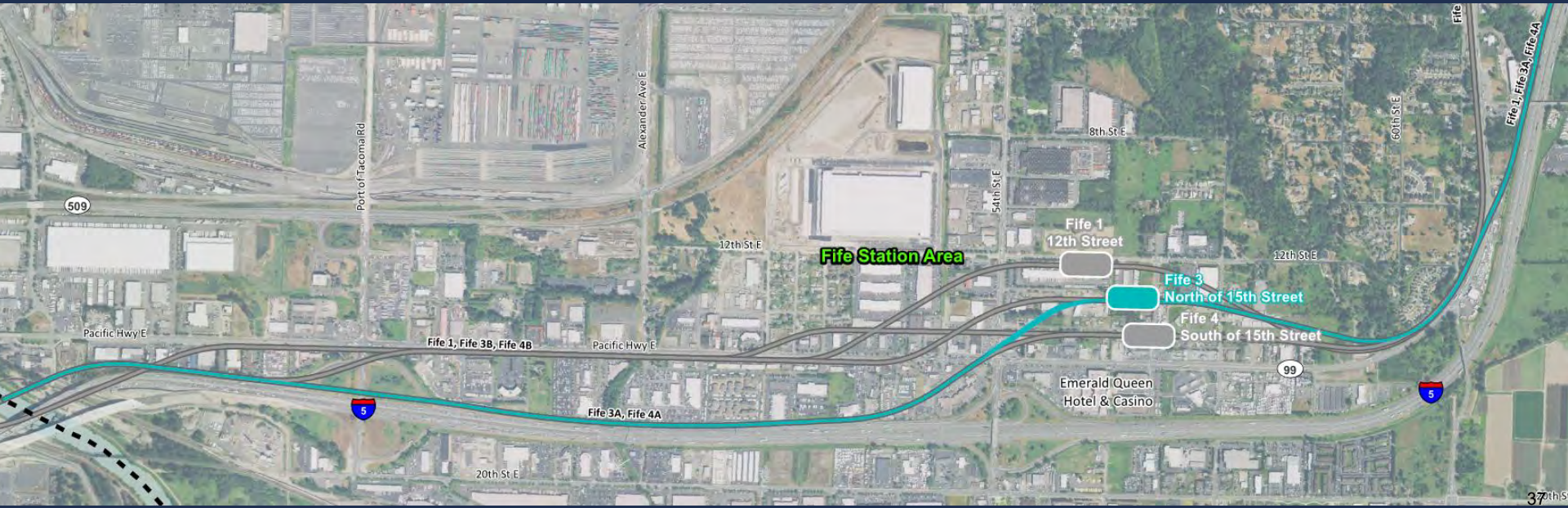


Compared to other East Tacoma alternatives

Level 2 alternatives: Fife

Alternatives with more potential: Fife

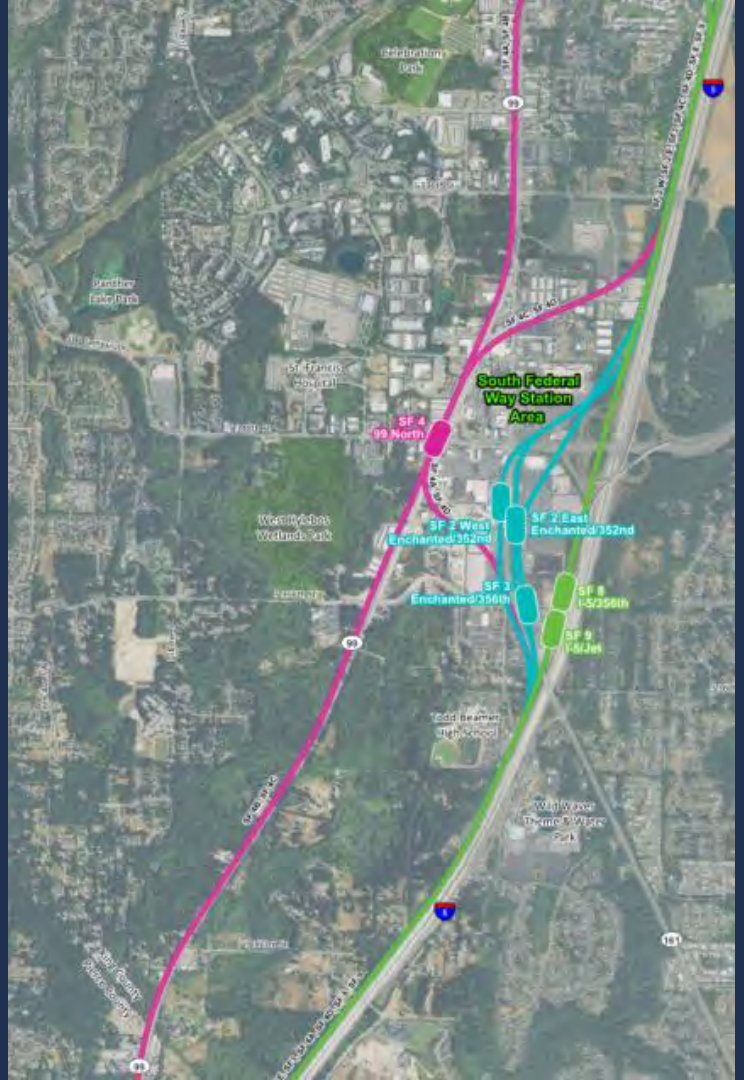
Better performing alternative: Fife



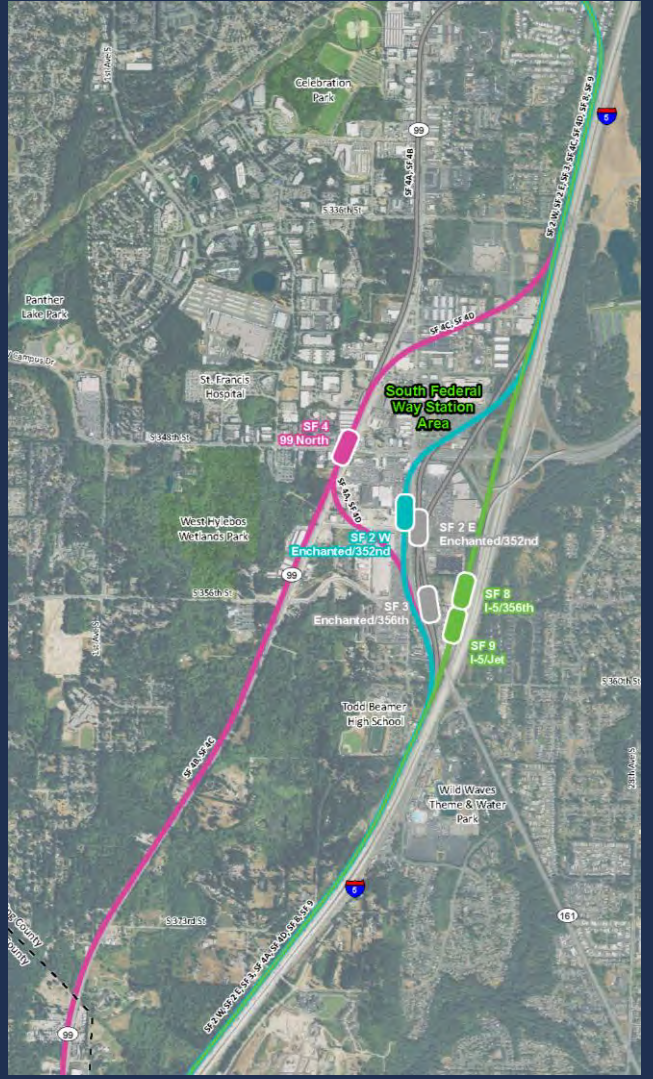
Fife 3A

Compared to other Fife alternatives

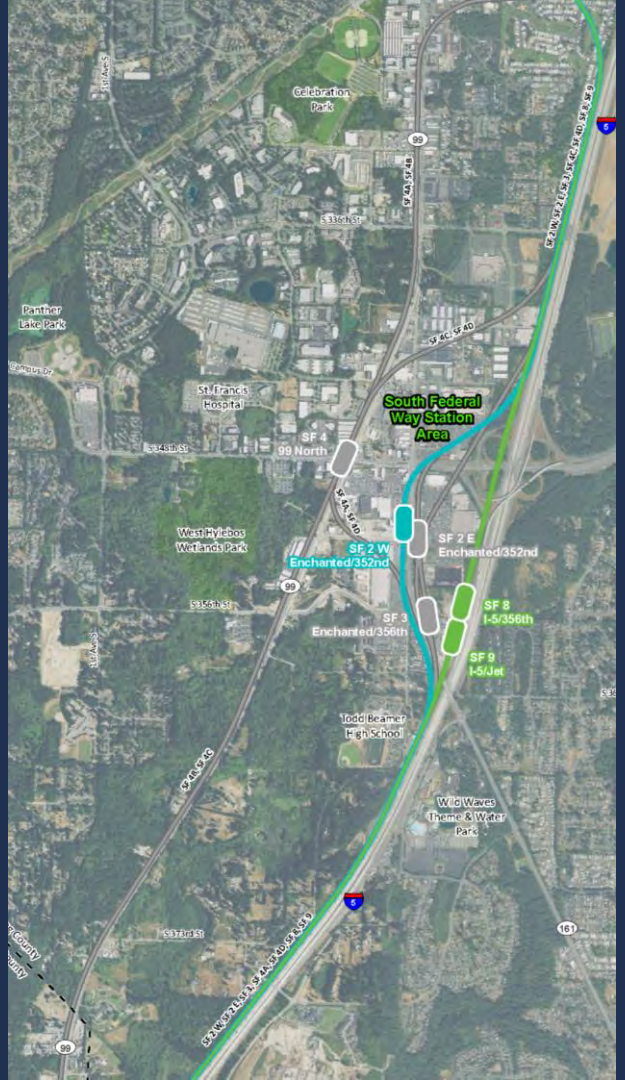
Level 2 alternatives: South Federal Way



Alternatives with more potential: South Federal Way

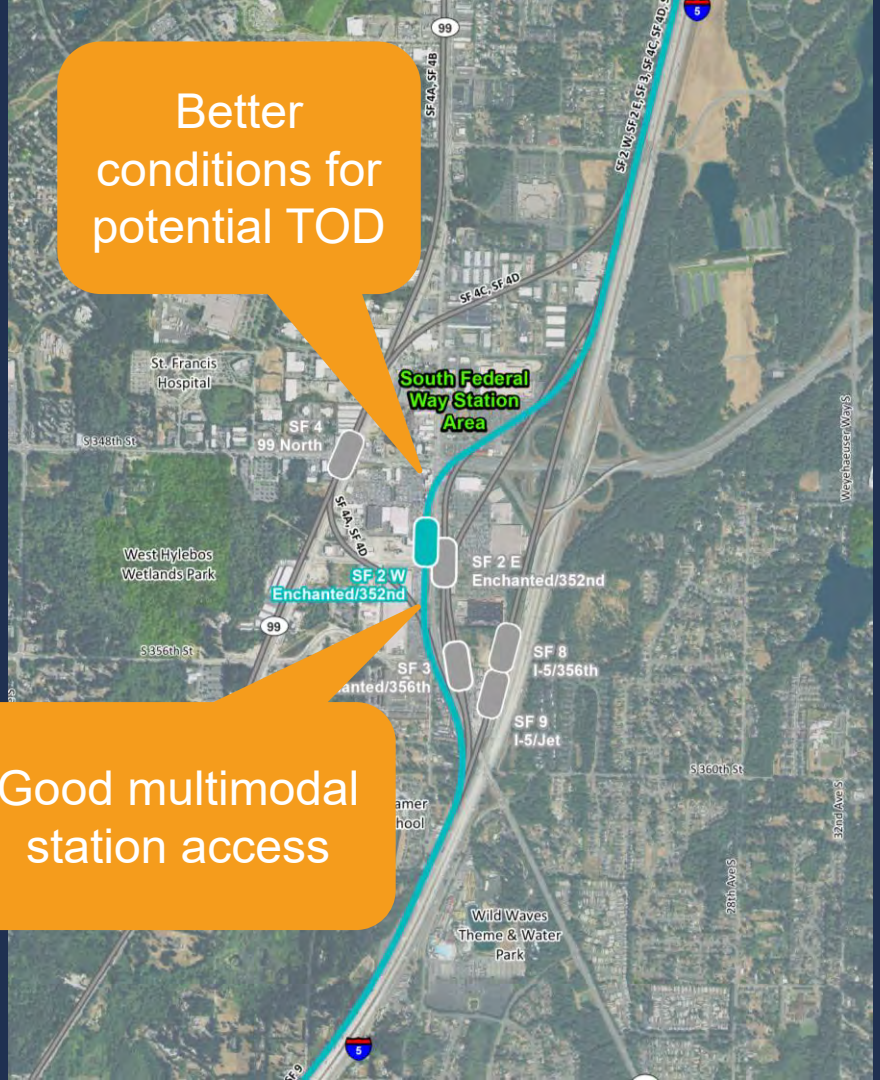


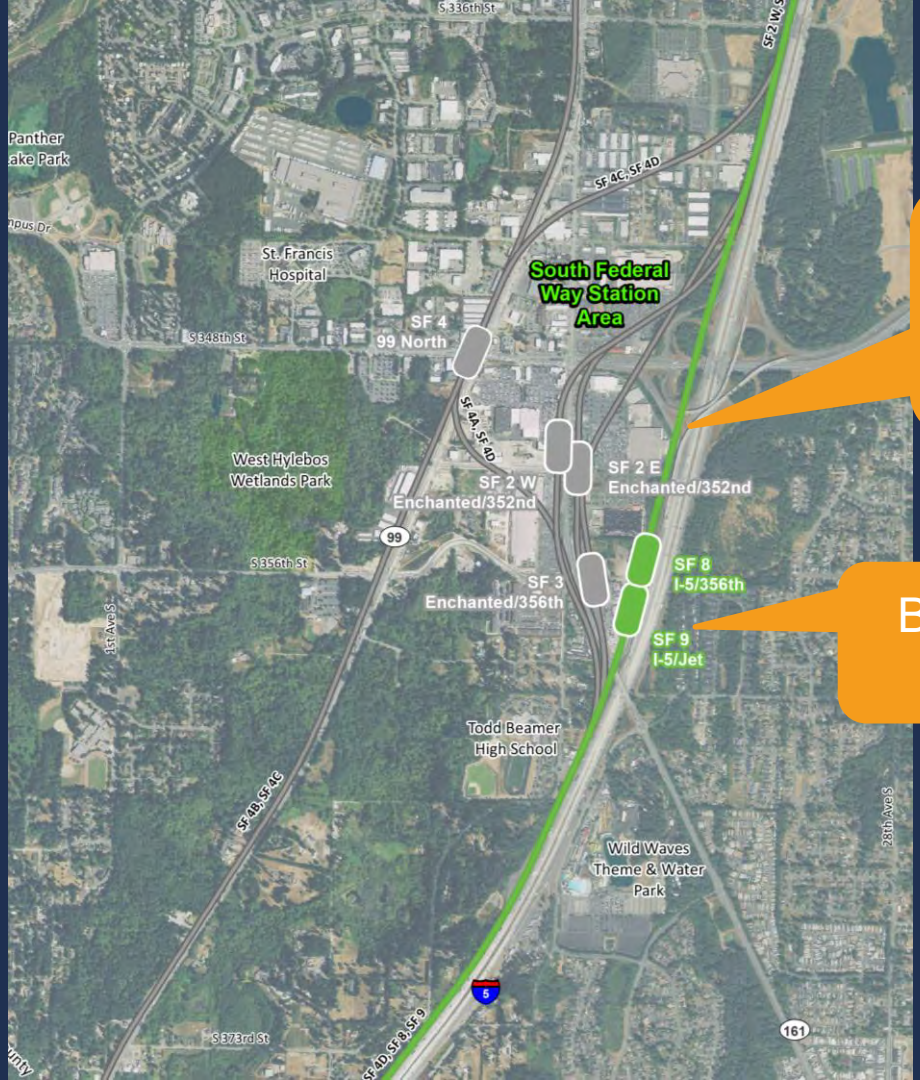
Better performing alternatives: South Federal Way



SF 2 West

Compared to other South Federal Way alternatives


Better conditions for potential TOD
Good multimodal station access
South Federal Way Station Area
St. Francis Hospital
SF 4 99 North
West Hylebos Wetlands Park
SF 2 W Enchanted/352nd
SF 2 E Enchanted/352nd
SF 3
SF 8 I-5/356th
SF 9 I-5/Jet
Wild Waves Theme & Water Park
S 348th St
S 356th St
S 360th St
SF 4A, SF 4B
SF 4C, SF 4D
SF 2 W, SF 2 E, SF 3, SF 4C, SF 4D, S
99
5



SF 8/9

Lower property impacts

Best travel time

Compared to other South Federal Way alternatives

TDLE better performing alternatives, end-to-end

Based on preliminary technical analysis

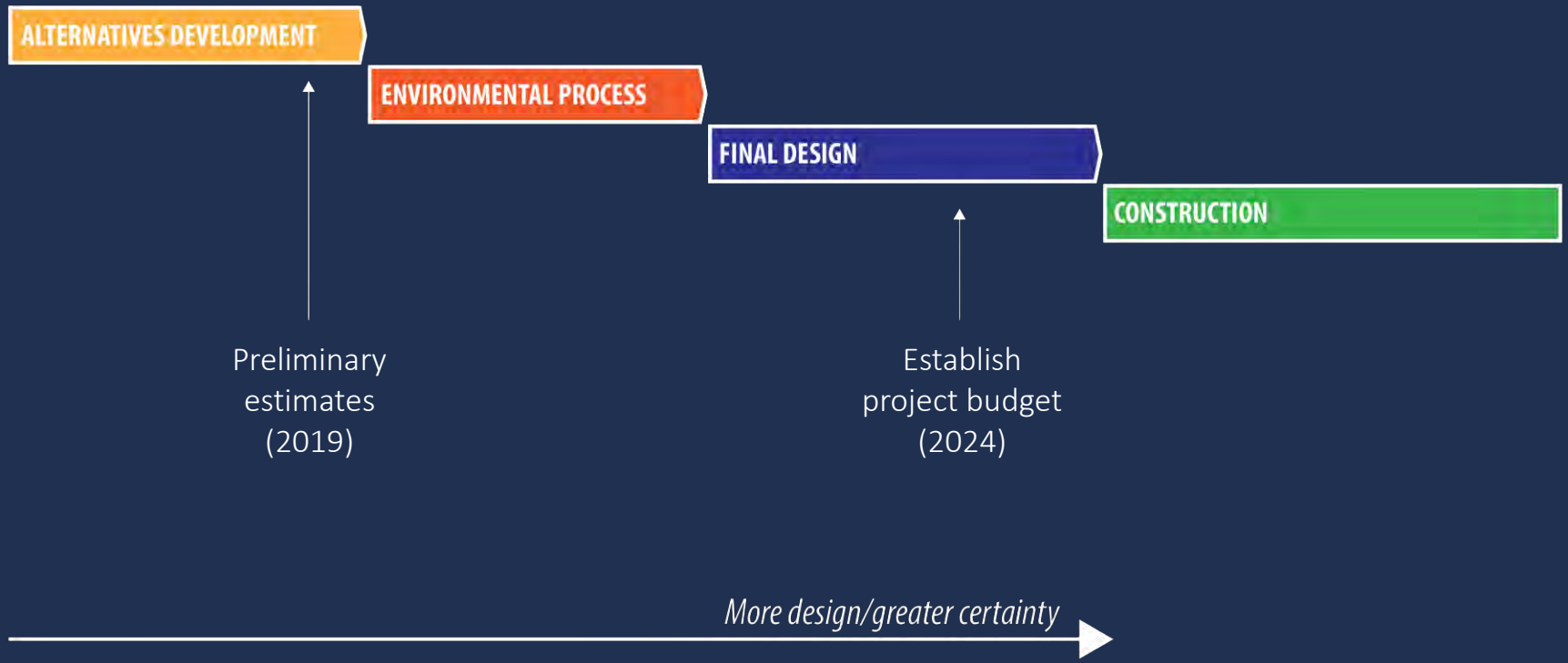
Preliminary estimates

- **Purpose:** To ***inform comparison*** of Level 2 alternatives

- ***Preliminary estimates*** for end-to-end alternatives
  - Consistent methodology (2018$; construction, real estate, etc.)
  - Based on ***limited conceptual design*** (less than 3% design)
  - Does not establish project budget

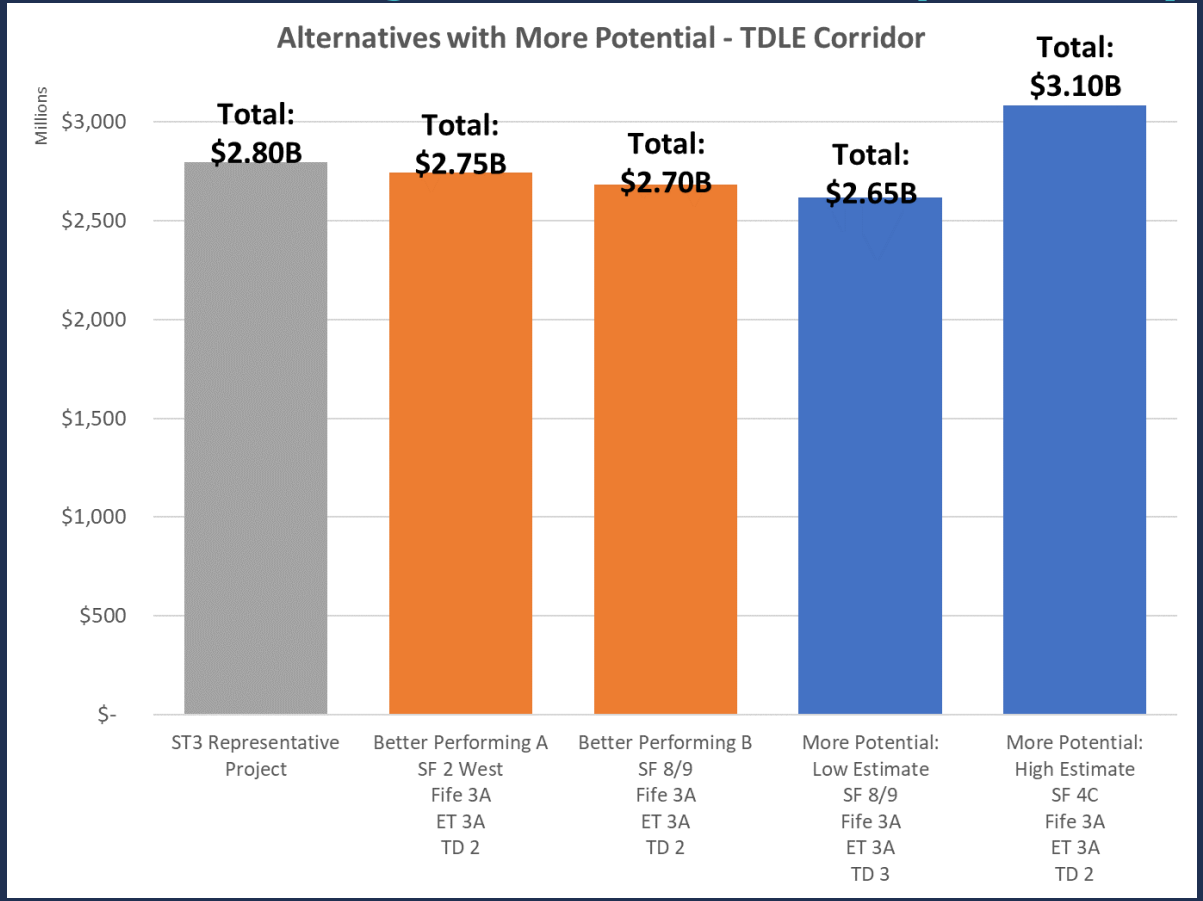
- ***Project budget*** established during final design

*Project budget**



**dates are subject to change*

Preliminary estimates* (2018$)



**Preliminary estimates are rounded and are not the project's budget. They are to be used for comparisons between alternatives.*

ELG reflections

- Questions?
- Suggestions for improving materials for sharing with public
- Initial feedback on preferred alternative and other alternatives for environmental review

*Next steps**

EIS Scoping

- **OMF South:** Feb. 19 – April 1
- **TDLE:** April 1 – April 30 *(tentative)*

Next ELG meetings *(tentative)*

- May 31
- June 14

ST Board identifies sites for environmental review

- **OMF South:** May 2019

ST Board identifies preferred alternative and other alternatives for EIS

- **TDLE:** July 2019

**dates are subject to change*

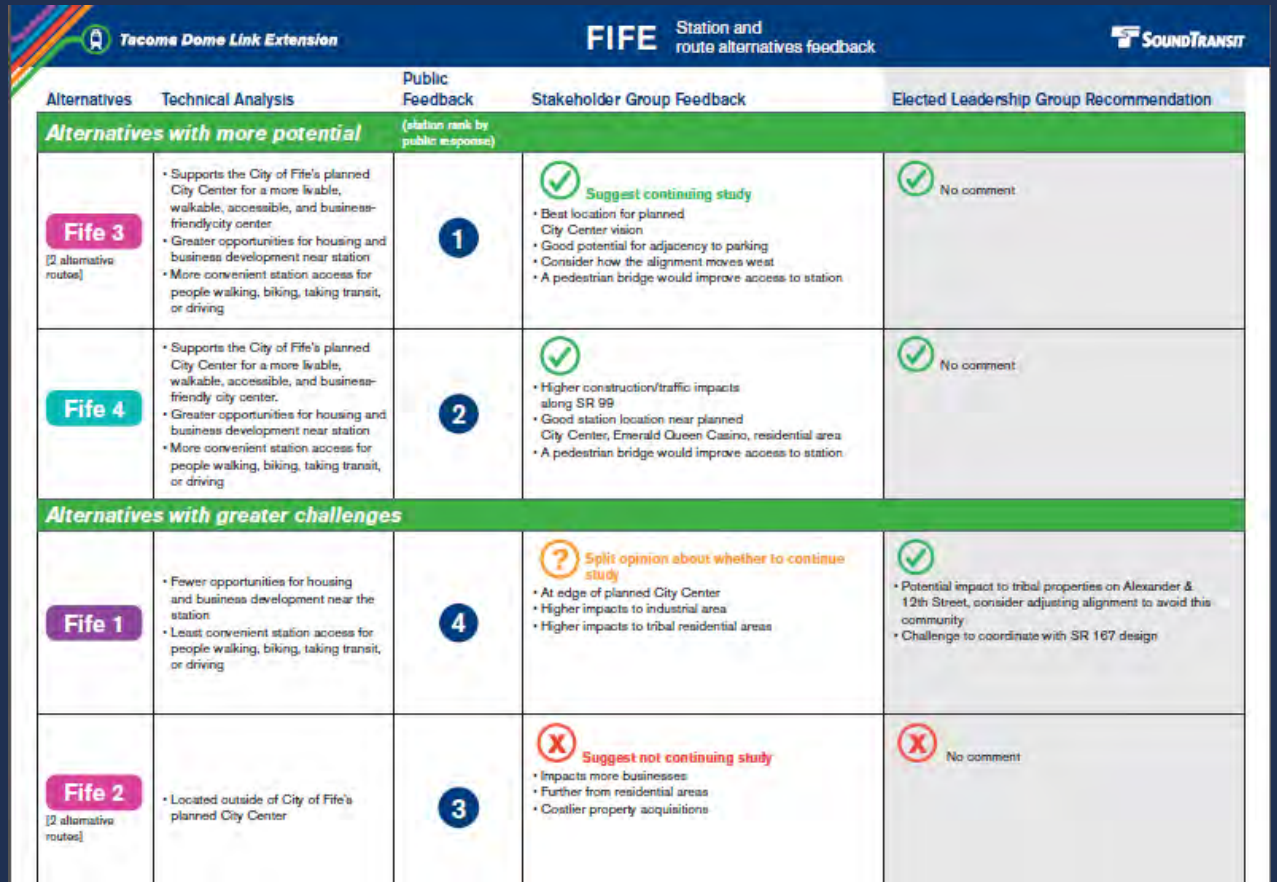
SOUNDTRANSIT
soundtransit.org/tdlink
SOUNDTRANSIT

Additional topics for study

- Below-grade station at Tacoma Dome
- Build over Sounder station at Tacoma Dome
- Access to East Tacoma station
- Interface with Fife City Center plans
- WSDOT and King County Metro coordination in Federal Way

More potential, greater challenges

Fife example, October 2018



Tacoma Dome Link Extension

FIFE Station and route alternatives feedback

SOUNDTRANSIT

Alternatives	Technical Analysis	Public Feedback	Stakeholder Group Feedback	Elected Leadership Group Recommendation
Alternatives with more potential		(station rank by public response)		
Fife 3 [2 alternative routes]	• Supports the City of Fife's planned City Center for a more livable, walkable, accessible, and business-friendly city center • Greater opportunities for housing and business development near station • More convenient station access for people walking, biking, taking transit, or driving	1	✓ Suggest continuing study • Best location for planned City Center vision • Good potential for adjacency to parking • Consider how the alignment moves west • A pedestrian bridge would improve access to station	✓ No comment
Fife 4	• Supports the City of Fife's planned City Center for a more livable, walkable, accessible, and business-friendly city center. • Greater opportunities for housing and business development near station • More convenient station access for people walking, biking, taking transit, or driving	2	✓ • Higher construction/traffic impacts along SR 99 • Good station location near planned City Center, Emerald Queen Casino, residential area • A pedestrian bridge would improve access to station	✓ No comment
Alternatives with greater challenges				
Fife 1	• Fewer opportunities for housing and business development near the station • Least convenient station access for people walking, biking, taking transit, or driving	4	? Split opinion about whether to continue study • At edge of planned City Center • Higher impacts to industrial area • Higher impacts to tribal residential areas	✓ • Potential impact to tribal properties on Alexander & 12th Street, consider adjusting alignment to avoid this community • Challenge to coordinate with SR 167 design
Fife 2 [2 alternative routes]	• Located outside of City of Fife's planned City Center	3	✗ Suggest not continuing study • Impacts more businesses • Further from residential areas • Costlier property acquisitions	✗ No comment